



# Seattle Design Commission

## MINUTES OF THE MEETING

February 15, 2007

Greg Nickels  
*Mayor*

Karen Kiest  
*Chair*

Tasha Atchison

Pam Beyette

Evan Bourquard

Brendan Connolly

John Hoffman

Mary Johnston

Anindita Mitra

Dennis Ryan

Darrell Vange

Guillermo Romano  
*Executive Director*

Layne Cubell  
*Senior Staff*

### Projects Reviewed

DPD Planning Division Update  
Fire Station Levy and Fire Station Program  
Fire Station 31 Upgrade -- Northgate  
Fire Station 28 -- Rainier Valley  
Mercer Corridor Replacement Project  
New Rainier Vista

Convened: 8:30am  
Adjourned: 4:30pm

### Commissioners Present

Karen Kiest, Chair  
Pam Beyette  
Evan Bourquard  
Brendan Connolly  
Mary Johnston  
Anindita Mitra  
Dennis Ryan  
Darrell Vange  
Tasha Atchison

### Staff Present

Guillermo Romano  
Layne Cubell  
Tom Iurino  
Kadie Bell



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**15 Feb. 2007 Project: DPD Planning Division Update**

**Phase:** Bi-Monthly Update  
**Last Briefing:** December 2006  
**Presenters:** John Rahaim, Department of Planning and Development  
Gary Johnson, Department of Planning and Development  
Susan McLain, Department of Planning and Development  
Robert Scully, Department of Planning and Development

Time: 1.0 hours

(SDC Ref.# 220)

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**Summary:** The Commission thanks John Rahaim and the representatives of the Planning division team for the update on the sub-area plan for South Downtown and offers the following comments:

- The Commission recognizes the rich potential of South Downtown historically and the cultural vibrancy. With that in mind, the team is encouraged develop a mix of affordable and market-rate housing in South Downtown through this plan of up-zoning
- More critical mass in the area will be the tipping point for achieving this goal
- Encourage bike and pedestrian friendly streets and supports the teams efforts towards that goal
- Incorporate more open space and parks in South Downtown and encourage continued focus on acquiring land to meet this goal

### **Briefing**

South Downtown planning team has been working on this project for roughly 18 months. South Downtown is drawn by an irregular boundary and includes: Little Saigon, the area surrounding both stadiums, Pioneer Square, and the International District. The primary goal has been attracting more investment, particularly for residential development, in order to meet the growth targets in the Comprehensive Plan. DPD's role has focused on land use and zoning and beginning an EIS to raise awareness of land use changes.

Center City Strategy update: the region will continue to see strong growth in the coming years, downtown will continue to be the premier urban center where growth should occur. Attracting residential density is a challenge; therefore it is a multi-prong strategy through land use and zoning. Tools such as up-zones and local improvement districts to fund public projects and amenities will be used. The Parks Department continues acquisition for parks in the downtown area but has run into the challenge of high land values. The County is moving forward on selling the North side of the north lot for new housing to address Pioneer Square residential needs. Public safety needs more attention; regulations have attempted to address concerns and issues such as noise and nightclubs. Key to reducing sprawl and creating an urban core with residential vitality is attracting families with children.

DPD is currently preparing a draft EIS statement that will outline alternatives and will be released in May of 2007. It is DPD's intention to present a land use code and re-zone proposal to Council this year. One primary concern in South Downtown is creating a balance of population in terms

of residents and workers; the Light Rail and King Street Station present opportunities to attract new development. The land use strategy involves protecting the central commercial areas and adding more housing density to support commercial enterprises. Other priorities include supporting Asian culture in Little Saigon through public involvement.

Urban design, five primary goals:

- 1) Develop a system of connections and public spaces
- 2) Reinforce the character of the neighborhoods
- 3) Maintain views of Elliot Bay and visual connections between landmarks
- 4) Coordinate with other Center City planning efforts
- 5) Integrate sustainable principles in planning

Building on the Blue Ring Strategy, three levels of connections have been identified within the 10 included neighborhoods and organized on the map: orange is the city corridors that connect significant amenities/commercial sites, green are local/residential streets that serve open space functions. Streetscape inventory identified in the public realm plan helps to identify where to target improvement projects.

### **Key Commissioner Questions and Comments**

- When you talk to local advocates, there is a strong demand for affordable housing, but in the business community, there is a strong desire for market rate housing—how do you balance that?
  - If we develop according to comprehensive plan, there would be 20% new affordable, (up to 50% AMI) and 17% affordable (up to 80% AMI). Changes in different neighborhoods—Pioneer Square has a history of affordable housing.
- New investment has been encouraged for years, what is the tipping point? Why will it work this time?
  - The overall downtown investment will attract investment; zoning can only do so much, there is a necessary critical mass to tip the scales. There is no certainty, but strategic interventions will hopefully create the needed critical mass.
- How does the amount of open space relate to other parts of downtown?
  - This area is lacking right now. The parks department is looking at the International District right now. Also south of Dearborn is lacking.
- Once there is a plan, is there going to be a SWAT team in DPD? Will other things be dropped? Is this the highest priority?
  - We don't know yet, we are trying to build in an implementation plan right now. This will be a high priority for the City. DPD plans to facilitate and maintain them in order to make this happen.
- Richness of the three neighborhoods will make it potentially more interesting, comparable to Pearl District in Portland. The history, green streets, etc. present the area as very attractive. Work with small developers and encourage others to go forward.
- Did not see any references to bicycle lanes—will this be integrated?
  - Not directly, but we need to take a closer look at that. City is starting work now on a major pedestrian plan.
- Is the Parks Department at the table?
  - Yes, Occidental Park has had dollars allocated for capital improvements and money is available for acquisition of additional park sites in downtown.

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**15 Feb. 2007 Project: Fire Safety Levy and Fire Station Program**

**Phase:** Overview

**Previous Reviews:** March 2006

**Presenters:** Dove Alberg, Fleets and Facilities Department  
David Kunselman, Fleets and Facilities Department  
Christina Faine, Fleets and Facilities Department

Time: 0.25 hours

(SDC Ref.# 169/RS0609)

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**Summary**

Fleets and Facilities thanks the Design Commission for their time and look forward to engaging regularly. The team would like to thank Dennis Ryan for his help with the shortlist of proposals and interviews for several stations last fall.

**Milestones:**

- Four project managers were hired: a levy communications officer and levy program manager
- Proviso on the first four stations lifted to enable the team to start the projects
- Hired A & E teams and are now engaged in pre-design, which will be shown today

**Key elements of the program's public process:**

- Primarily open houses are used and are located in the stations; this brings people to the firefighters to illustrate the nature of the work, etc.
- Temporary locations during renovation/construction are explored
- Emergency preparedness team to talk to residents about how to prepare for a disaster
- Artists whose work will be included in projects are in attendance
- Blood pressure checks for adults and entertainment for kids
- Talks about what it means to be a fire fighter in relation to designing a station.

Three kinds of stations: new construction, remodels, and seismic projects.

**Elements of a project:**

- Fire Station Components: apparatus bay (garage), apron (concrete drive), apparatus bay support area, crew quarters, and administrative space. The team response time is the primary driver for fire station location.
- Building sustainability is important and LEED silver certification is the goal. Sustainability was explored in an eco-Charrette; there will be one large event for all stations and a smaller one for each individual station.
- Art will be incorporated into the projects

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**15 Feb. 2007 Project: Fire Station 31 Upgrade – Northgate**

**Phase:** Schematic Design

**Previous Reviews:** Oct. 2006, June 2006, March 2006, Jan. 2006

**Presenters:** Joan Hitchner, Fleet and Facilities Department

David Strauss, SHKS Architects

Laura Lenss, SHKS Architects

Kevin Kane, SHKS Architects

Jess Harris, Department of Planning and Development

**Attendees:** Ross (last name unknown), Concerned Neighbors of Fire Station 20

**Time:** 0.75 hours

(SDC Ref.# 169/RS0609)

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**Action**

**The Design Commission would like to thank the design team and larger project team for the overview of design upgrades to Fire Station 31. The Commission recommends approval of the pre -design unanimously with the following comments:**

- **The Commission appreciates the overall open house approach and continued community involvement**
- **The Commission encourage Fleets and Facilities to present more general information on the duties and responsibilities of fire fighters and host facility tours**
- **The Commission would like to commend the reuse and upgrade of the existing facility and extending the life of the building.**
- **Commend the sustainable approaches and encourage those to be carried through**
- **Commend the preservation of the iconic tower element as a symbol and functional program element**
- **Encourage the integration of the trench drain as more significant element.**
- **Encourage additional iconic site and building elements that address networking with other stations and address the function and process of firefighting**
- **The Commission strongly supports the continued assessment of the budget**
- **The Commission would like to see this project again at the end of schematic design**

**Proponent Presentation**

Overview--This station is only a seismic upgrade at this time. This will most likely require a temporary location during construction. Outreach efforts have included contacting the local neighborhood by sending 16,000 cards to immediate vicinity and other prominent organizations in the area. An open house was held Jan. 20<sup>th</sup>, which had over 150 attendees. The overall response was incredibly positive, with no negative feedback or concerns.

Architecture--This station was built in 1974 out of masonry and concrete. The materials and tower have resulted in seismic problems. This station is in need of a mechanical and electrical upgrade. There is also a need for a storage, which is addressed with a modest addition. This project is considered asset preservation or a deferred maintenance projects. The location is on Northgate Way between Hwy 99 and I-5. There will be no increase in parking. The existing fire station is non-conforming due to setbacks, etc. The hose drying tower is iconic seismic risk; the upgrade will not include strengthening of tower.

The station will be brought to an “Immediate Occupancy” Performance Level:

- Reinforce existing sheer dry walls and diaphragms
- Install drag struts
- Add out-of-plane bracing
- Strengthen existing hose drying tower
- Infill existing openings

Program Upgrades:

- North end hazardous materials reserve unit storage
- Storm water upgrades for wash water run-off
- Accommodations for medics: replace double occupancy room with two singles
- Asset preservation projects



### Public Questions and Comments

Ross (last name unknown), Concerned Neighbors with Station 20

There is no permit to dump waste water materials from washing trucks

### Commissioner Questions and Comments

- Putting and addition on west side? What stage is that?
  - Pre-design stage. Margin for considering different materials.
- North End Hazard Mitigation, why is there in the Fire Station?
  - Fire department is an all-hazard department. This is moving forward to disperse. Provide unique services throughout. This is to better the response.
- Commend the approach in creating a relationship with the fire stations and the community—great idea. Is there going to be additional landscaping?
  - To a limited extent. West side parking will be affected, but slightly.
- Trench drain; suggest that you see it as an opportunity or an interesting feature.
- Materiality, are you exploring opportunities or is the building sacred?
  - Yes, the building is not “sacred.” There is a new direction, new materials are being considered. We have not chosen materials, no preliminary.
- Keeping the tower is great. If this is stack ventilation, could it offer space for quarters?
  - No, it will not work. Too far.
- The outside may work with a green screen, down the road there with more funding.
- Landscaping, fire houses are close to communities, therefore signage and laws are important and encourage iconic ways the fire station—efficient fire station. Well maintained.
- Change the doors?
  - No, keeping them.
- Cleaning the trucks is necessary, not just for looks. Check maintenance. Appreciate the life of a firefighter.
- Will all the stations be going through sustainability?
  - New construction will apply sustainability, but only some will have Silver LEED.

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**15 Feb. 2007 Project: Fire Station 28 Upgrade – Rainier Valley**

**Phase:** Concept Design

**Previous Reviews:**

**Presenters:** Linda Colasurdo, Fleet and Facilities Department

Keith Schreiber, Schreiber Starling and Lane

Stephen Starling, Schreiber Starling and Lane

Jennifer Barnes, Schreiber Starling and Lane

**Attendees:**

**Time:** 1.0 hours

(SDC Ref.# 169/RS0609)

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**Action**

**The Seattle Design Commission would like to thank the design team for presenting Fire Station 28 concept design and unanimously recommends approval with the following comments:**

- There are some concerns about the placement of activities, including how the building is addressing the street. This should be explored further in order to engage the public street as much as possible within programmatic requirements of the building
- The Commission appreciates referencing the library as the symbolic “book-end” element, but notes it has a very different character
- There are concerns over site organization and whether this approach is appropriate for a single-family area
- The Commission applauds the sustainable strategies throughout the building, especially with water reclamation, but also believes there are opportunities for mitigating unwanted solar exposure with natural foliage and sunscreen elements and reducing impervious paving, which can be explored further
- With respect to the site engagement, there are significant iconic elements in fire stations and the team is encouraged to develop the mobile and fixed architectural elements, including signposts
- The amount of paving should be as limited as possible to serve the function.
- The Commission appreciates the time and concern expressed by the Seattle Fire Department staff and their efforts put forth in the programming and design and hopes it continues
- Appreciate that the pole element will be retained
- The Commission encourages active collaboration with the landscape architect. In the future, the Commission needs to see the landscape component and how public art will be incorporate onsite.

**Project Description**

The fire station is located at the 5900 block of Rainier Avenue. Initially this was supposed to be a major renovation including seismic upgrade, etc. It was discovered that the renovation cost would be the same as replacement. The major benefit of constructing a new station is keeping existing station during construction.

Three main functions of a fire station are the apparatus bays, administrative offices and living quarters (daytime zone—beanery, dayroom and physical training room and bunkrooms). Programming was done with response time as the primary concern. Vertical circulation includes main stairs and two poles. The station will contain both public and private elements; public spaces will be in front and private areas for firefighters on back of site to allow privacy.

The site plan for Fire Station #101 shows a red T-shaped building labeled "FIRE STATION #101". To the north is a parking lot with a "Crack Filling" area and a "Proposed existing 100-year building to be demolished". To the east is a "Public Entrance" and a "Public Entrance" area. To the south is a "Public Entrance" and a "Public Entrance" area. The plan also shows "Landscaping & Public Art" and "Public Entrance" areas. The surrounding streets are "N. 10th Street" and "N. 11th Street".

Jess Harris, Department of Planning and Development

- ### Commission Comment

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- Yes, landscape is an important part of the project, but will focus on ease of care and maintenance
- Function of Apron?
  - Access and sightline; safety for people and fire fighters.
- Outdoor needs fire fighters have requested?
  - BBQ, patio for eating, small area that is covered, staff parking and some training spaces
- The poles are a great thing to include.
  - Poles were previously not allowed, but it was determined that stations are able to keep poles, but they are only available when alarm goes off.
- Public/private spaces concept is great and commend the public space on front. There is a certain amount of activity going on all the time—is there an opportunity to see what is going on inside the building by bringing activity to the front?
  - Fire fighters consider the station a home and do not want to be in public view at all times. The fire doors will be the visual connection to the public and will be very transparent
- If you are going to create a back yard, it should be gracious. The west facing area creates solar gain; the team should use trees for shading.
- Single use of water is washing trucks.
  - There are plans to reclaim water to meet sustainable issues. Water will be collected, filtered and re-used, including storm water. There will also be a green roof and solar heated hot water. Grey water will be used for toilets.
- Transparency on bays—put windows on exterior, less expensive doors is possible.
- Pervious paving for apron?
  - That will be explored, but truck areas are not feasible—too much weight and turning.
- The neighborhood context and bookend concept with the library is appreciated. The team should realize that the context is a suburban area. This is industrial complex and not a human structure, like a library.
- The Commission needs to see the landscape architects.
- In the next stage, the team should provide some real sections cut into the hill, incorporate the building site into the real geography instead of floating the design.
- Do you do any activities on the apron?
  - The levy has focused on taking outside functions and moving them inside.
- Outside functions are an iconic symbol with fire stations.
  - Since 9/11 there has been large changes, items are stolen and we can no longer be an open house. The use of transparent doors is functional (open fast) but also adds public visuals
- Efforts to have pervious surfaces is commended, but should be explored further. Using Kenny Street since it is not through street. There is a lot of pavement on west side—must the curb cut be double wide?
  - Architects have done great. Fire Dept. wants pavement to accommodate trucks and minimize landscape maintenance. And architects have pushed them to give back to the community with the front plaza.
  - SDOT will not allow them to avoid Kenny

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**15 Feb. 2007 Project: Commission Business**

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**ACTION ITEMS**

- A. Timesheets
- B. Minutes from 01/18/07/Bell  
January 18, 2007 minutes approved unanimously

**DISCUSSION ITEMS****ANNOUNCEMENTS**

- C. DC Annual Retreat Follow Up/Kiest + DC Staff
- D. City of Seattle/ULI Speaker Series, Henry Cisneros, 2/15,  
5:00-7:00pm, Bertha Knight Landes Room, Seattle City Hall
- E. Urban Sustainability Forum, Steve Allbee, 5:30-7pm,  
Seattle Central Library

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**15 Feb. 2007 Project: Mercer Corridor Replacement Project**

**Phase:** Schematic Design

**Previous Reviews:** August 2004, December 2005, February 2005, November 2006

**Presenters:** Angela Brady, Seattle Department of Transportation

Mark Hinshaw, LMN Architects

Mike Kimelberg, LMN Architects

**Attendees:** John Coney, Mercer Corridor Stakeholders Committee

**Time:** 1.5 hours

(SDC Ref.# 169/RS0606)

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## **Action**

The Design Commission thanks the Seattle Department of Transportation and the project team for their thorough presentation and appreciates the input from the Mercer Corridor Stakeholders Committee. Approval is recommended for schematic design unanimously by the Design Commission, subject to the following comments:

- Do not try to do too much in the cross-section on Mercer and try to find ways to consolidate into a cohesive theme that achieves the listed objectives
- Encourages editing and refinement of the varied design elements
- Recommend to address the WSDOT ramp areas in the design and maintenance plan.
- Do not be too presumptuous about building setbacks and imposing on adjacent private development sites.
- North-south streets are also good corridors; appropriate attention should be given to these sites.
- Commend the commitment to pedestrian safety
- Recognize the high quality ideas and energy in the project, and hope this will provide an example to other cities
- Keep wayfinding incorporation in mind throughout the corridor
- Continue to push the sustainability component of the project
- The Commission would like to see the project again upon 60% completion

## **Project Description**

Five overarching design features:

- The corridor should reflect a regional role as a gateway into Seattle in general, as well as a site-specific roles as a part of a diverse, emerging, mixed-use neighborhood
- Mercer Street should be a great, grand, urban boulevard, with a scale and presence that is dramatic and bold.
- Valley Street should be a green, urban esplanade that functions as an extension of the park, with an intimate scale and a presence that is soft and localized in orientation.
- All streets should incorporate environmentally sustainable design whenever possible, in ways that are both visible and informative to the public.
- The corridor should accommodate multiple modes of movement in ways that are safe, accessible, comfortable, gracious and visually appealing.

Seven concepts:

- Central Core—concentration of many urban activities, confluence of multiple modes of transportation, connections to SLU Park, downtown, nearby neighborhoods, new heart for the district, highest use of sidewalks and transit
- Great Gate—new front door, regional importance, transition between freeway and the city, curved alignment calls for a bold, strong composition, need for big moves, lead-in to the urban boulevard
- Green Fingers/Big Trees—calm the traffic/visually narrow the street, frame the street, with vertical elements, present a dramatic edge (night and day), help create sociable/healthy street.
- Wet Median—breaks down scale of widened Mercer, visually prominent median edge, median must be a bigger gesture than a 6” high typical one would produce
- Pervious Parking is a plus—paving materials/system that allows penetration of water in parking lay-bys and outer sections of sidewalk and green fingers reveal this system at certain points, below-grade system of drainage and infiltration.
- Night Light—highlight entry/experience of transition, reinforce formality, rhythm, fixtures must frame the street until trees mature, unique and dramatic design, unifying element
- Animated Edges—blur the boundary between public and private realms, adjacent building design (ground level setbacks, etc.), adjacent uses (home-grown restaurants, etc.)

SDOT has been closely involved. They would like to make Mercer and Valley unique and are exploring ways to fund maintenance. The public involvement project SDOT has been using has included a South Lake Union Charrette, headed by Grace Crunican, which was well received. External stakeholders were engaged on January 29<sup>th</sup> at REI. Transportation sub-cabinet has been formed and includes participants from SLUNET and SLUFAN. The goal is to get this project out in front of the community and the mayor’s office.



### **Public Comments**

John Coney, Co-Chair of South Lake Union Stakeholders Committee

These two urban centers: Uptown (lower Queen Anne) and the new SLU urban center should be connected across Aurora and the underpass should be improved. If there are not new crossings at John and Broadway across Aurora, it will drastically effect transportation movement. There must be an east-west streetcar from Seattle Center to Capital Hill. The organization is supportive of LMN and SDOT, and their work with stakeholders regarding street lighting.

### **Key Commissioner Questions and Comments**

- The work on Fairview West, from a sight perspective, includes WSDOT property.

- You don't want the trees to fight with parking over time. The idea of the big trees and parking is making it so the parking is more marginal—do you have to choose one or the other because Mercer has a heavy traffic flow.
- The median is 20' wide—that could accommodate trees? Structured soil is better for sidewalks. The Valley Street concept is easier for moon roofing. Keep in mind there is a safety issue of movement. This long channel that would allow the root systems to flourish.
- Doing a lot of things, is there going to be competition with the green fingers and signature streetlights?
  - It changes over time, the trees will not be larger for many years, and in the meantime, the lights will frame the street. There is maybe some amount of time that they will be the same height. There will be spacing and alternating.
- What kind of input would be valuable from the Commission?
  - The toughest issue is the notion of can this zone be truly pervious? There is some skepticism
  - Any red flags that you think cannot work
- It looks from the cross sections that the setbacks will be large; this assumes the property lines are being used for sidewalks.
  - This suggests step backs, plazas and it is merely a suggestion
- Without this, the sidewalk is small
  - No, it is 16' which is not small
- I like what I see, it is a move in the right direction and there is a clear commitment to mid-block sidewalks. The only caution is that you may be trying to do too much. Scale back and see what the bare minimum to do is. Diamonds in the skywalks, oval designs, etc. In the future, please present materials, shapes and colors.
- There is a lot of editing that could go on. What are the unique elements encourage integration of these. Focus on the east-west streets; ignore the north-south streets. Whatever distinguishing character should extend to the north-south streets. The emphasis is Mercer and Valley, which is the focus because of the unique nature.
- The energy and the work with the City is the best investment, the design will come, but the excitement is precious and high quality. Reduce borrowing from Portland and increase exporting to Portland.
- What about wayfinding?
  - SDOT is helping to integrate wayfinding into the project.
- Continue to work on permeable pavement, with building new rights of way, storm water facility
  - It will be a struggle to integrate pervious pavement, the drainage design would need to be changed, conflict with SPU.
- Has there been any interface with Parks?
  - Several coordination meetings and yes, collaboration.
- With the parking lane, I like the different materials to give it definition and it is good for safety. The step idea is great as well, there are some concerns about parking on Mercer, and have transit facilities been incorporated (buses)
  - A meeting with King County Metro will clarify this. At this point they have no intention of using Mercer or Valley as transit connections.

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**15 Feb. 2007 Project: New Rainier Vista**

31<sup>st</sup> Avenue S., Snoqualmie Street, Alley U, Alley W, Alley X

Phase: Street and Alley Vacation Follow Up

Previous Reviews: June 2006, November 2006

Presenters: Ed Rose, Seattle Housing Authority  
Peg Staeheli, SVR Design Company  
Kim Lokan, Tonkin Hoyne Lokan  
Ed Weinstein, Weinstein AU  
Beverly Barnett, Seattle Department of Transportation  
Jess Harris, Department of Planning and Development

Attendees: Jeff Boone, Weinstein AU  
Daniel Johnson, Boys and Girls Club  
Kristin Kildall, SVR  
Chester Weir, Weinstein AU  
Tom Wolkin, Wolkin Architects

Time: 1.5 hour

(SDC Ref.# 170)

Recusal: Commissioner Kiest

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**Action**

The Design Commission thanks the design team and all the partners for their presentation today and recommends that if City Council should approve the street vacation, that the proposed public benefit package is appropriate. The package is condensed on page 2 of the handout. Details are also enumerated in the design guidelines on page 17. The Commission makes the following few comments:

- Commends the team for their comprehensive reconsideration and resolution with regards to the public open space, permeability and use mixings, it is now a place with choices
- Urge you to emphasize the cohesive integration of art with the whole site
- Appreciate the maintenance agreement that will be between the Seattle Housing Authority, the future Home Owners Association, the Boys and Girls Club and the Parks Department
- Boys and Girls Club architecture is elegant and sets and will hopefully be influential on the character of the block.
- Applaud the improvements of the junctures where the paths and housing meet and urge the incorporation of resting spots off of the pathway

**Proponent's Presentation**

Seattle Housing Authority, the design team and Boys and Girls Club thank you for the opportunity to present again and would like to address points raised at previous meetings:

- MLK streetscape relative to the block:  
Created an active streetscape with wider (14') sidewalks, includes multiple retail uses and additional access into the site
- Investigate the playfield as a joint-use facility:  
Organizations have developed a joint-use agreement between the Boys and Girls Club and SHA. And is also explored a joint venture with Parks and Recreation to share the fields. (agreement provided)

- Block Permeability:  
East-west and north-south access through the site to provide eyes on the site, reduce the vehicular access by creating a pedestrian plaza and reducing parking to increase the landscaping.
- Strong connection between housing and the public path:  
Reworked the housing on this portion of the site to increase eyes on the path and adjacent street
- Stronger integration of multiple uses:  
Strong urban pedestrian connection along MLK, a plaza area and multiple access points

#### Plans:

- Active and intuitive use for the site area
- Develop specific design guidelines, reanalyze the open space requirements
- Playfield re-worked, changed the fence, as a result of the partnership between the Boys and Girls Club, SHA and the Parks Department. The playfield increased in size.
- Permeability and increasing activity during a walk through. North-south connections have been developed for a strong environment along MLK and between the playfield and the housing.
- Reduced driveways along MLK to cater to pedestrians. The site has become more welcoming.
- At night, all paths will be lighted and there will be the porches from the park zone and active workforce housing looking onto the play area.
- The integration of art has been key in the development of plans.



#### Mixed Use Housing:

- Design guidelines have been developed for the mixed use portion of the site, which are outlined in the packet.
- On the northeast corner of MLK there is a gateway to demarcate entrance into the neighborhood.
- East side of MLK the team envisions an active street and has increased the commitment by 10% more than what is required by code. Street frontage was limited to 90ft. in order to enliven the sidewalk by increasing transparency.
- Right of way should offer more amenities in the way of benches, lighting, and safety.
- Create opportunity for outdoor cafes, to draw people in the neighborhood.

#### Boys and Girls Club:

- Interface between Boys and Girls and the public/pedestrian realm and the uniqueness of the facility.
- There are two elements: the gym and a two-story building that wraps around it onto public portions of the site.
- Located the teen center at the more active corner. Two very similar clubs but different operations for different age children.

- The use of a hard edge plaza for skateboarding, and bleacher stairs to enable younger kids to have classes outdoors and parents can observe activities indoors.
- Gyms are permeable with views through terrace areas
- There is a continuous presence along MLK.
- The intention is to provide vitality through signage and banners that would be changed.

### **Key Commissioner Questions and Comments**

- You've set these standards for your own guidelines, not from the code?
  - Yes, these are self-imposed limitations
- Has the art plan changed?
  - Not much since the previous meeting. Mary has worked with the B&G Club to incorporate art into their site. Red string integrated through site.
- What are the sizes of the pedestrian walkways
  - One smaller and two primary openings, one at 60+ feet to draw people through.
- In regards to the art plan, is the artist the planner, is there one artist
  - Mary works with SEED, she is independent but under broader umbrella, she will be designing some elements and leaving placeholders for other artists.
- It is a lot going on here and it is not cohesive, it needs to be simpler, the kiosk seems foreign and do you want to call signage art?
  - The public wanted to integrate history, culture and water (rings) everything reflects back on that idea. Some are not as obvious they are intentionally subtle.
- Look at the whole area/site in regards to art—utilizing child like images in art can be challenging. Careful selection of the artists will insure the artworks are proficient, memorable and appreciated.
- The agreement is settled between SHA and the Boys and Girls Club review who will maintain the space
  - The actual property line reflects that shared space. The fields and parks will be maintained by SHA and the association of the neighborhood. The fields need to be under the hours and activities of the Boys and Girls Club. The hours will be designated hours as well. Parks will have designated times also. Operation of the facilities and costs are listed in an agreement. Some of these aspects are yet to be determined.
- Public space is more inviting than previous. Is it necessary to have a fence around the play area since there are several spaces before children are in contact with cars?
  - Yes, it is necessary—they need the protection from cars and to maintain order.
- Very excited that previous comments were taken into consideration. The permeability of the site, the green adjacent to the parking lot and the visibility of the B&G Club was helpful. What was isolated and dangerous before is now an amenity—the pedestrian path.